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REPORT NO.

25X1

TOPIC Soviet Rail Movements in the Brandenburg AreaEVALUATION ☐ 25X1PLACE OBTAINED ☐DATE OF CONTENT 26 January to 8 February 1950 25X1DATE OBTAINED ☐ DATE PREPARED 13 March 1950REFERENCES 25X1PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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The following Soviet rail movements were observed in the Berlin railroad District:

25 January 1950:

a. Train of 1 boxcar, 18 flatcars, 1 gondola car and 1 coach (90 axles, 509 tons, shuttle-train ☐ going from Brandis to Eberswalde; shut le train for the transportation of tanks. 25X1

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b. Train of 30 boxcars, 2 gondola cars, 16 coaches and 2 other cars (110 axles, 706 tons, shuttle-train ☐ going from Yagodin to Berlin-Rummelsburg; empty train for the repatriation of Soviet families.

26 January 1950:

a. Train of 39 boxcars, 2 tank cars and 2 coaches (88 axles, 577 tons) going from Oranienburg to Torgau; shipment of prisoners.

b. Train of 39 boxcars, 2 tank cars and 2 coaches (80 axles, 487 tons) going from Torgau to Oranienburg; empty train.

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c. Train of 19 boxcars, 2 gondola cars, 17 coaches and 2 other cars (82 axles, 1,002 tons, shuttle-train ☐ going from Weimar to Jüterbog; repatriation of Soviet families. The same train, this time with 27 boxcars, 1 flatcar, 2 gondola cars, 17 coaches and 2 other cars (100 axles, 1,237 tons) left Jüterbog toward Cottbus.

d. Train of nine coaches, including seven prison-cars, (25 axles, 282 tons) going from Stollberg/Saxony to Goerden; shipment of prisoners.

27 January 1950:

Train of one coach and eight other cars (24 axles, 185 tons); going from Goerden to Stollberg/Saxony; empty train for the

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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~~CONFIDENTIAL~~No Change in Class. ☐☐ Declassified

Class. Changed To: TS

Auth: 100-70

Date: 2-0 JUN 1978

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transportation of prisoners.

28 January 1950:

Train of one coach and eight prison-cars (28 axles, 233 tons) going from Stollberg/Saxony to Goerden; shipment of prisoners.

29 January 1950:

a. Train of 2 boxcars, 3 gondola cars, 16 coaches and 3 other cars (52 axles, 452 tons, shuttle-train [REDACTED] going from Berlin-Summelsburg to Jueterbog; empty train for the repatriation of Soviet families. 25X1

b. Train of 3 flatcars and 31 coaches (70 axles, 450 tons) going from Berlin-Buch to Leelitz; Soviet hospital train.

c. Train of nine prison-cars (24 axles, 179 tons) going from Brandenburg to Waldheim; empty train for the transportation of prisoners.

d. Train of 39 boxcars, 2 tank cars and 2 coaches (90 axles, 614 tons) going from Oranienburg to Torgau; shipment of prisoners.

30 January 1950:

Train of nine coaches (46 axles, 240 tons) going from Waldheim to Lutzow; shipment of prisoners.

31 January 1950:

a. Train of 19 prison-cars (23 axles, 191 tons) going from Luetzow to Waldheim; empty train for the transportation of prisoners.

b. Train of 40 boxcars, 2 tank cars and 2 coaches (90 axles, 500 tons) going from Luckau to Oranienburg; empty train for the transportation of prisoners. 25X1 [REDACTED]

c. Train of 49 boxcars, 1 gondola car and 1 coach (114 axles, 875 tons) going from Berlin-Schoeneweide to Gera; shipment of Soviet trucks.

1 February 1950:

a. Train of eight prison-cars (20 axles, 195 tons) going from Waldheim to Goerden; shipment of prisoners.

b. Train of 22 boxcars, 12 gondola cars, 19 coaches and 2 other cars (120 axles, 800 tons, shuttle-train [REDACTED] going from Gerdauen to Magdeburg; empty train for the repatriation of Soviet families. 25X1

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c. Train of five flatcars loaded with tanks and one car occupied by escorting personnel, coming from Seddin, observed in Jueterbog. Two flatcars were bound for Jens, two for Muensdorf and one for Leimar.

the railroad cars, all of which belonged to the shuttle-train for the transportation of tanks. By order of Capt Zabavin of the "MLV-KB" Berlin, all six railroad cars were dispatched to Zossen on 2 February 1950 and moved from there to Muensdorf by shunting locomotive.

2 February 1950:

a. Train of 26 boxcars and 18 coaches (88 axles, 614 tons, shuttle-train going from Berlin-Mummelsburg to Jueterbog; empty train for the repatriation of Soviet families.

b. Train of 13 boxcars, 2 gondola cars, 12 coaches and 2 other cars (61 axles, 529 tons, shuttle-train going from Rathenow to Kuestrin; evacuation of Soviet dependents. In Jueterbog, the train was increased to 29 boxcars, 3 flatcars, 22 coaches and 2 other cars and left via Zossen-Littenwalde.

3 February 1950:

a. Train of 39 boxcars, 2 tank cars and 3 coaches (88 axles, 715 tons) going from Oranienburg to Jueterbog; shipment of prisoners. The train was broken up in Jueterbog with 26 boxcars, 1 tank car and 2 coaches (58 axles, 470 tons) leaving for Untermassfeld and 13 boxcars, 1 tank car and 1 coach (30 axles, 246 tons) leaving for Luckau.

b. Train of 3 flatcars, and 21 coaches (50 axles, 320 tons) going from Leelitz to Buch; Soviet hospital train.

c. Train of 13 boxcars, 1 tank car and 1 coach (30 axles, 183 tons) going from Luckau to Oranienburg.

d. Train of 24 boxcars, 3 gondola cars, 20 coaches and 3 other cars going from Meissen to Kuestrin; repatriation of Soviet families.

4 February 1950:

Train of 26 boxcars, 1 tank car and 2 coaches (58 axles, 337 tons) going from Leinungen to Oranienburg; empty train.

5 February 1950:

Train of 1 boxcar, 1 tank car and 30 coaches (68 axles, 669 tons) going from Oranienburg to Falkenberg; hospital train, allegedly occupied by prisoners.

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8 February 1950:

a. Train of 39 boxcars, 1 tank car, 2 coaches and 1 other car (88 axles, 628 tons) going from Oranienburg to Untermassfeld; shipment of prisoners.

b. Train of 10 boxcars, 1 gondola car, 8 coaches and 1 other car (42 axles, 448 tons, shuttle-train [redacted] going from Rathenow to Jueterbog.

In Jueterbog, the train was increased to 27 boxcars, 2 gondola cars, 19 coaches and 2 other cars (104 axles, 1,104 tons) and dispatched to Falkenberg; repatriation of Soviet families.

[redacted] Comment:

a. Trains.

(1) The repatriation of Soviet dependents from the Soviet Zone of Germany to the Soviet Union has been conducted at an increasing rate for several months. These shipments may be connected with the exchange of officers who have been stationed in Soviet-occupied countries for a period exceeding two or three years or with the reorganization of the GMA into the SCC (reduction of personnel).

Such transportation operations (repatriation of dependents and exchange of officers) are not interpreted as an indication that the Soviets plan to increase their preparedness for war. Such operations are believed to have been executed by the Soviets in an effort to expose, no longer than necessary, the personnel of the Soviet Armed Forces and their dependents to the influence of the Western World.

(2) Shipments of prisoners upon dissolution of the concentration camps in the Soviet Zone of Germany.

(3) Train was presumably not loaded to capacity (low weight) or loaded only with light tanks.

(4) The 53rd Central Repair Shop is in Berlin-Ober schoeneweide [redacted] and is considered one of the main repair shops of the GORC.

c. Officer name:

A Capt Labavin is not known (see third shipment on 1 February 1950).

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